

by various midwestern interests concerned with opening the Great Lakes to deep draft shipping. Most recently, there have been included among such interests groups concerned with making the newly discovered Labrador iron ore deposits available to the United States steel industry. Equally strenuous opposition has been expressed by railroad and coal mining interests, by certain power interests and by various other eastern interests which fear the loss of industry to the midwest.

Following studies made by United States and Canadian engineering groups, an Executive Agreement was entered into between Canada and the United States in 1941, subject to the approval of the Congress. The agreement provided for the joint construction and operation by the two countries of the St. Lawrence Seaway and Power Project, designated in the agreement as the "Controlled Single Stage Project (238-242)." That agreement has never been approved by the Congress. Little was done in connection with the matter during World War II, but renewed efforts to obtain approval of the Agreement in the Congress were made without success after the termination of the war. Extensive hearings were held by the Senate Committee on Foreign Relations and the House Committee on Public Works in the 82d Congress. The Committee on Public Works did not file a report on the question, and the Committee on Foreign Relations was divided evenly. It merely reported the matter (S. Rept. 1489, 82d Cong. 2d sess) without recommendation and the Congress did not act on it.

Simultaneously with congressional consideration of the Executive Agreement by the 82d Congress and in anticipation of its failure